

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-7 (canceled).

8. (New) A method for detecting an object using vehicle-mounted sensors, comprising:

transmitting sensing signals from a first sensor and a second sensor, wherein the sensing signals of the first sensor and the second sensor have substantially coincident sensing ranges;

transmitting sensing signals from a third sensor, wherein the sensing signals of the third sensor have a sensing range that overlaps only partially with the sensing ranges of the sensing signals of the first sensor and the second sensor; and

determining a detected object as being relevant if the detected object is detected by at least two of the first sensor, the second sensor and the third sensor.

9. (New) A vehicle-mounted system for detecting an object, comprising:

a first sensor and a second sensor positioned at one longitudinal end of a vehicle, the first sensor and the second sensor being in essentially a single plane; and

a third sensor positioned at the one longitudinal end of the vehicle, the third sensor having a sensing angle that is smaller than sensing angles of the first sensor and the second sensor;

wherein a detected object is determined as being relevant if the detected object is detected by at least two of the first sensor, the second sensor and the third sensor.

10. (New) The system as recited in Claim 9, wherein the sensing angles of the first sensor and the second sensor are between +/-50 degrees and +/-60 degrees.

11. (New) The system as recited in Claim 9, wherein the sensing angle of the third sensor is configured to be changeable.

12. (New) The system as recited in Claim 11, wherein the sensing angle of the third sensor is changed so as to be adapted to the width of a road lane.

13. (New) The system as recited in Claim 11, wherein the sensing angle of the third sensor is changeable by one of a manual switch command and an automatic device.

14. (New) The system as recited in Claim 11, wherein the sensing angle of the third sensor is changeable by a control signal of a navigation system.

15. (New) The system as recited in Claim 10, wherein the sensing angle of the third sensor is changeable so as to be adapted to the width of a road lane.

16. (New) The system as recited in Claim 15, wherein the sensing angle of the third sensor is changeable by one of a manual switch command and an automatic device.

17. (New) The system as recited in Claim 15, wherein the sensing angle of the third sensor is changeable by a control signal of a navigation system.

18. (New) The system as recited in Claim 15, wherein the sensing angle of the third sensor is changeable by a control

signal derived from sensing signals of the first, second and third sensors.

19. (New) The system as recited in Claim 11, wherein the sensing angle of the third sensor is changeable by a control signal derived from sensing signals of the first, second and third sensors.